

CHOIOE.
Amontillado
Sherry
\$17.00 per dozen.
H. PRICE & CO.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

Fine Old
FRUITY-
PORT
\$18.00 per dozen.
H. PRICE & CO.,
12, Queen's Road.

No. 12,768

號九廿二年四零百九千一英

HONGKONG, MONDAY, FEBRUARY 29, 1904.

日四十月正年辰甲

PRICE, \$3.00 Per Month

MACWEN FRICKEL & CO.,
SHIPPING AND FORWARDING DEPARTMENT.
CHINA PARCEL EXPRESS.
SHIPPING DATES.
To England ... 14th Feb.
To France ... 20th "
To Germany ... 14th "
To Italy ... 20th "
To United States via San Francisco ... 11th "
To United States via Suez Canal ... 28th "
To South Africa ... 11th "
To Australia and New Zealand ... 11th "
To Canada ... 11th "
Estimates for Freight and Delivery charges upon receipt of Cables Contents and Weights.
DELIVERY ANYWHERE.
Office: 2, DUNDRELL STREET, Hongkong, February 4, 1904. 2547

Wanted.
WANTED.
GOOD CLERK Wanted, European or Chinese.
Apply to
ROBINSON PIANO CO., LTD.
Hongkong, February 10, 1904. 279

Intimations.
QUEEN'S COLLEGE.
MASTER TERM begins THURSDAY 3rd MARCH.
Hongkong, February 27, 1903. 279

LOST
ON Wednesday Evening, the 24th Inst., on route from City Hall, Lee House Street, Wyndham Street, Old Bailey and Came Road to "Penny Lodge," One GOLD KRUGER SOVEREIGN BRACKET with Owner's and Giver's name engraved on inside.
Finder will be handsomely rewarded on delivering same to
H. C. A.
Care of "CHINA MAIL" Office.
Hongkong, February 25, 1904. 361

NOTICE.
NOTICE IS HEREBY GIVEN that the INTERNATIONAL BANKING CORPORATION have as from the Ninth Day of FEBRUARY, 1904, taken over the Business of the EASTERN BRANCHES of the GUARANTY TRUST COMPANY OF NEW YORK, being the Business CARRIED ON by the latter Company in Hongkong, Shanghai and Manila, and that, as from the said Ninth Day of FEBRUARY, 1904, the International Banking Corporation will be responsible for and will duly meet and liquidate all the outstanding obligations of the Eastern Branches of the Guaranty Trust Company of New York, including the Branch Business heretofore carried on in Hongkong.
For The International Banking Corporation,
CHAS. R. SCOTT,
Manager.
For The Guaranty Trust Company of New York,
E. F. GROS,
Manager.
Hongkong, February 26, 1904. 373

THE KOWLOON HOTEL,
KOWLOON.
A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.
MODERATE CHARGES.
J. W. OSBORNE,
Proprietor and Manager.
Hongkong, January 20, 1904. 135

WILLIAM MACLEOD, D.D.S.,
DENTIST.
11 & 12, BEAUFIELD ARCADE.
Hongkong, September 22, 1903. 1758

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
HERALD the PRINCE of WALES
Supplied at all the leading Clubs and Hotels, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central.

Business Notices.
W. S. BAILEY & CO.
Engineers, Shipbuilders, Boilermakers, Blacksmiths, and Brass and Iron Founders.
COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS, TUGS AND FAST STEAM-LAUNCHES.
Pumps, Packings, General Stores and Engineers' Tools of Every Description.
OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS.
20, CONNAUGHT ROAD CENTRAL, KOWLOON BAY.
W. S. BAILEY, M.I.MECH.E. E. O. MURPHY, WH. SO. A.I.MECH.E.
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK, PLANS, SPECIFICATIONS AND TENDERS.
Consulting and Superintending Engineers and Surveyors.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.
Hongkong-Canton Line.
S.S. HONAM, 2,363 tons, Captain H. D. Jones.
S.S. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. PATSHAN, 2,260 tons, Captain A. W. Dixon.
S.S. HANKOW, 3,073 tons, Captain C. V. Lloyd.
S.S. KINSHAN, 2,800 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m. and 9 p.m. (Saturday Excepted).
Departures from CANTON to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m. (Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the Line. Special attention is drawn to their Superior Saloon and Cabin accommodation.
SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
Hongkong-Macao Line.
S.S. HEUNGSHAN, 1,698 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 p.m. and on Sundays at 12.30 p.m.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.
S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.
JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
Canton-Wuchow Line.
S.S. SAINAM, 588 tons, Captain B. Branch.
S.S. NANNING, 569 tons, Captain C. Barohart.
S.S. TAK HING, 618 tons, Captain R. D. Thomas.
Departures from Canton and Wuchow about five times every week. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the
HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

榮 CHEE WING & CO., 致
28 & 29, LEE YUEN STREET (WEST) HONGKONG.
DEALERS IN
ALL SORTS OF COPPER, BRASS, STEEL IRON WARE, &c.
STEEL GIRDERS AND TEES, CORRUGATED IRON, FIG IRON, &c., Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

NOTICE.
THERE is no nicer place to spend a few days in quiet rest than
MACAO.
And there is no more comfortable Hotel in the Far East, than the
MACAO HOTEL.
Wm. FARMER,
Proprietor.
Hongkong, December 23, 1903. 2587

MILLINERY AND DRESSMAKING.
CONNAUGHT HOTEL, Rooms 4 and 5, Hongkong, September 16, 1903. 1904
PURE LINSEED OIL
Awarded Bronze Medal at the Paris Exhibition, 1900.
Gold Medal at the Indian Industrial Exhibition 1893, 1900 & 1901.
MANUFACTURED BY
THE GOREPORE CO., LD.,
CALCUTTA,
Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.
W. R. LUXLEY & CO.,
Sole Agents,
HONGKONG.
Cable Address "Luxley," Hongkong.
Hongkong, July 22, 1903. 1519

DR NEWELL WILSON,
DR WILLIAM DANIEL,
DENTISTS.
LATEST AMERICAN METHODS.
REASONABLE FEES.
NO CHARGE FOR EXAMINATIONS.
Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.
31, QUEEN'S ROAD CENTRAL (First Floor, WATKINS BUILDING).
Hongkong, February 18, 1904. 2206
三牛標
1. THE TRI-METAL CLASSIC. 千牛文
2. THE THOUSAND WORDS POEM Translated from the Chinese by E. J. STERN, Ph.D.
To be had—Price 40 Cents the set—from the CHINA MAIL Office, 5 Wyndham Street.

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).
Bell's Asbestos "Dagger," "Demou," and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Taps, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.
Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rope.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oils always in hand.
Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.
Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.
BRADLEY & CO., Managers,
Hongkong.
OFFICE, 6 DE VORX ROAD, opposite King Edward Hotel entrance.

LANE CRAWFORD & CO.
ESTABLISHED OVER 50 YEARS.
HIGH-CLASS TAILORS and OUTFITTERS.
NEW SPRING SUITINGS.
ENGLISH & AMERICAN BOOTS.
TRUNKS and BAGS.
SADDLERY & STABLE REQUISITES.
LANE, CRAWFORD & Co.
Hongkong, February 26, 1904.

Cutler, Palmer & Co.,
LONDON
(Wine Shippers to China since 1815).
Have always Stocks of their well-known Brands with
SIEMSEN & CO.,
HONGKONG, 16th July, 1901.

CHAMPAGNES
FROM
CHARLES HEIDSIECK
PURVEYOR TO HIS MAJESTY KING EDWARD
SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN

YOU MUST HAVE FAITH

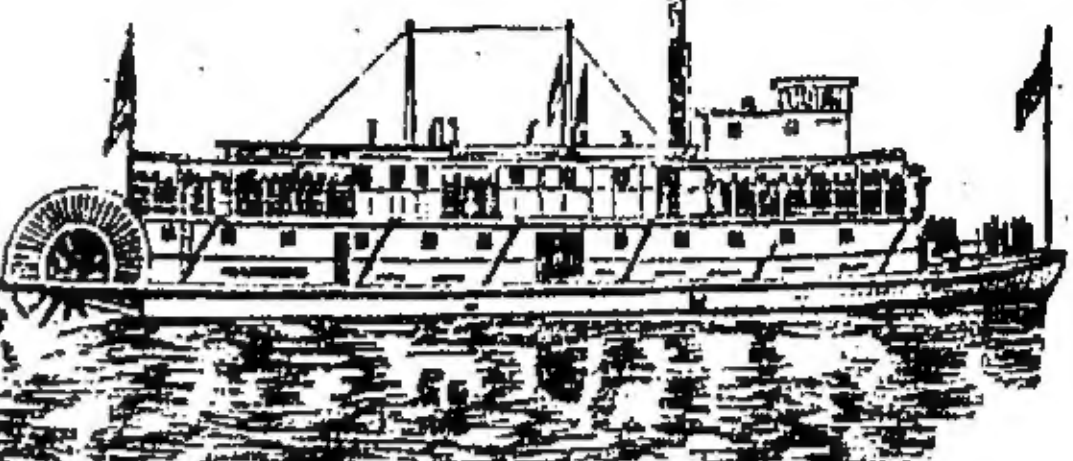
IN the druggist who fills your prescription. You must have confidence not only in his honesty but in his ability, to skilfully compound physician's prescriptions. We insist on quality. It is never sacrificed. We are skilful practitioners. We surround every prescription with many safeguards against error. Mistakes are impossible. At no time do good reasons why you should bring your prescriptions here? Prices as low as anywhere.

Watkins Limited,
Chemists and Druggists.
THE APOTHECARIES HALL,
Watkins Building.
TELEPHONE 344.

MAC LAREN'S
CANADIAN CHEESE
In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, May 6, 1903.

ZETLAND HOUSE,
No. 10, QUEEN'S ROAD CENTRAL.
SUPERIOR ACCOMMODATION.
Moderate Charges.
MRS. WATLING,
Proprietress.
Hongkong, January 14, 1903. 96

KING EDWARD HOTEL.
A HIGH-CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong, June 10, 1902. 123

Business Notices.
HONGKONG MARINE ENGINEERING BUREAU.
E. C. WILKS & CO.
MARINE SURVEYORS,
CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

LIGHT DRAFT RIVER STEAMERS
A SPECIALITY.
STERN WHEELERS.
Mr W. C. JACK, of the above firm, having already constructed a number of successful boats of this type, is prepared to supply plans and specifications, suitable for any service. These boats built of either wood or steel can be dismantled after building in Hongkong and shipped for re-erection at destination.
ADDRESS:—12, BEAUFIELD ARCADE, HONGKONG. TELEPHONE No. 368.
AGENCIES:—J. & A. NICLAUSSE, Water Tube Boilers.
W. H. ALLEN & SON, Electrical Plant and Centrifugal Pumps.
McDARMON AND CO., Canadian Asbestos Goods.
Hongkong, January 1, 1904. 1

GREEN ISLAND CEMENT CO., LTD.
Portland Cement.
In casks of 375 lbs net, \$4.75 per cask, ex Factory.
In bags of 250 lbs net, \$2.85 per bag, ex Factory.
FACTORIES—HONGKONG AND MACAO
Glazed Stoneware, Drain Pipes and Fittings, Glass Paving Bricks and Tiles, Fire Bricks and Fire Clay.
FIRE CLAY WORKS.—DEEP WATER BAY HONGKONG
For further particulars, apply to
Shewan, Tomes & Co.
GENERAL MANAGERS.
254

TONIC SPICE
OR
CONDITION POWDER FOR HORSES.
A course of the Tonic Spice strengthens and gives tone to the digestive organs, fortifies the constitution, and invariably restores the healthy functions of the organs.
FOR HORSES IN TRAINING FOR RACING
The Tonic Spice is of essential value, for by its use a great saving of time is effected in producing that firmness of muscle necessary for the great exertions required on the racetrack.
NO HORSE OWNER SHOULD BE WITHOUT IT.
SOLD IN TINS AT \$1.
THE VICTORIA DISPENSARY,
QUEEN'S ROAD CENTRAL.

HONGKONG HOTEL.
A FIRST-CLASS HOTEL IN EVERY RESPECT.
WELL FURNISHED THROUGHOUT.
BEST QUALITY PROVISIONS AND LIQUORS.
EUROPEAN CHEF.
EVERY COMFORT FOR VISITORS. PRICES MODERATE. 2198
W. BREWER & CO.,
23 and 25, QUEEN'S ROAD.
Through Hidden Shensi, by Nicholls ... \$ 9.50
Life and Sport in China, by Beatty ... 9.00
China Past and Present, by Parker ... 9.00
The Land of the Bixers, by Captain Gordon Casserley ... 8.00
A Doctor in Khaki, by Freeman ... 5.00
Cassella's Book of Canaries and Cage Birds; Colored Illustrations ... 15.00
Association Football, by N. L. Jackson ... 3.00
The World of Golf, by Camden Smith ... 3.00
Athletics, by Thomas ... 3.00
Rackets, Tennis and Squash, by Miles ... 3.00
Cricket, by Leonard Williams ... 3.00
Lawn Tennis, at Home and Abroad, by Myers ... 3.00
Cricket, by Hutchinson ... 9.50
Electricity as applied to Mining, by Lupton Pain and Perkins ... 7.50
The House on Sport, by Members of the London Stock Exchange, "all Leading out Door Games" 2 Vols. ... 15.00
THE FOX TYPE-WRITER.

FAIRALL & CO.
Dressmakers and Milliners,
ARE NOW SHOWING
SMART HATS, DAINTY SUNSHADES,
GLOVES, SHOES,
and all Dress Accessories Suitable for the
Racing Season.
Hongkong, February 18, 1904. 1269
CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
15, QUEEN'S ROAD, HONGKONG.
LONDON—RANGOON STREET CROCHET FRIMS
GLASGOW—ST. KNOCK'S SQUARE
SHANGHAI—FOOCHOW ROAD
SINGAPORE—RAFFLES QUAY
Hongkong, February 3, 1904.

FREIGHT MARKET.

Messrs Lamco and Rogers, in their freight circular of Saturday, 27th February, state:—

The chief feature that has characterized the freight market during the past few months has been a continuous demand for Steamers on Time Charter from the North. Tonnage, promptly available on monthly terms, has been and is still being enquired after at steadily hardening rates and as far as events have gone in regard to hostilities between Russia and Japan, it is hard to say, where things are going to end.

The position of the market is an abnormal one. Whilst neutral tonnage is being picked up everywhere to meet urgent requirements from Japan, the Southern market making due allowance for the Chinese New Year holidays has remained almost stagnant with few charters here and there reported.

Amst the Saigon Hongkong trade, a continually declining local rice market has been prohibitory to business in this direction, and the present quotation is nothing better than 17/18 cents per picul. This figure is however more or less nominal, there being but an occasional boat having to accept such rate of necessity, and a considerable improvement can only be a question of time if only in consequence of shortage of tonnage. The rice crop in Cochinchina is said to be a fairly good one, but export figures up to date are not to be compared with former years, the high rate of exchange having put a stop to shipments for Europe, and the time is no doubt near at hand, that export to China on a fairly large scale will become practicable. Stocks of grain at Canton have so far been sufficient, but the state of affairs for agriculturalists, as far as the next rice is concerned, is a very serious one in consequence of the long continued drought. Unless rain comes very soon, nothing can avert a bad harvest, and in that most probable case, grain will be wanted badly with a very limited amount of tonnage to bring it along.

From Saigon to Philippines ports after a lull of some duration—operations have been resumed and chartering has been done on the basis of 38 cents per picul, more tonnage being wanted at same figure. Suitable craft is however scarce and it is very probable that rates will go higher. From Rangoon to one port in the Philippines up to 58 cents per picul has been paid, and there is room for further tonnage.

Bangkok business to this remains unchanged. Rates have not advanced correspondingly with others on account of the more than ample supply of tonnage.

From Java to this 40 cents per picul. Sugar, dry or wet, is procurable, but no tonnage is forthcoming. Forward loading for Japan, June July, tonnage is wanted at very good rates, but hard to obtain.

Coal rates from Japan ports are very firm, \$2 50 per ton Moji or Koshikotani to this being offered freely, and more would undoubtedly be paid for prompt delivery. Moji/Singapore we quote \$1.75 per ton and Karatsu/Maniila \$2.60 per ton.

On monthly terms, as already indicated, a number of steamers has again found employment at very fair rates, with few exceptions for neutral trade in Japan waters, and the demand continues.

Casualties:—S.S. "Deuteros," a well-known coaster, has foundered on the Paracels.

Sail Freight:—Nothing doing.

"Phew! the matter will go," asked Casey of M'Gookin. "It is a bad one," replied M'Gookin, "the plumber, 'an' O' can't stop it." "Huh! 'Tis not much as a plumber, ye are if he can't stop a leak in yer own face."

Time and Money.

Sickness causes a loss of both time and money. You lose the time and have the expense of medical attendance, entailing a double loss. This can be avoided by using some reliable remedy at the first stage of the sickness. The purchase of a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy often proves a profitable investment, for, by its use at the first appearance any unusual looseness of the bowels, a severe attack of diarrhoea or dysentery may be averted, that might otherwise compel a week's cessation from labor. Every household should have a bottle at hand. It never fails and is pleasant to take. Get it to-day. It may save a life. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

SANTAL MIDY

Relieves the scaling pain at once and cures all discharges from the genito-urinary organs in either sex in 48 HOURS.

Santal Midy is a specific for Basilaris, Gonorrhea, Syphilis, or Injections, and causes no inconveniences.

Beware of imitations. Each tiny Capsule bears the name **SANTAL MIDY**.

S. M. MIDY, PARIS.

For Sale by A. S. Watson & Co., Chemists.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN OIL
ALL KINDS OF WORK DONE FOR AMATEURS.
80 QUEEN'S ROAD CENTRAL.

"The Young American" Cigars



Connoisseurs' opinions of these Cigars:
They are delicious! soothing! unequalled in quality, flavour, and price. Ask your tobacconist for them and do not be put off with any other.

TAKE HOLLOWAY'S PILLS

For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

THEY ARE INVALUABLE FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

LEA & PERRINS'

Messrs. LEA & PERRINS beg to announce that, to further safeguard the public against imitations of their world-renowned

Original Worcestershire Sauce, they are now printing their Signature, in white, diagonally across the upper part of the red label on each bottle. Anyone copying the same will be at once proceeded against.

WORCESTERSHIRE SAUCE.

The Original and Genuine Worcestershire.

Milkmaid BRAND Milk



Guaranteed Full Cream.

Largest Sale in the World.

Hotels.

THE WAVERLEY HOTEL,
108 HOUSE STREET, HONGKONG.
A First-Class Private Family Hotel.
HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY or MONTH.
Hongkong, December 18, 1900. 2839

Pelham House,
FAMILY HOTEL,
WYNDHAM STREET
M. MOORE, Proprietor.

HOTEL ORAIGIEBURN.
PUNKET'S GAP, THE PEAK.
near the TRAM TERMINUS. TELEPHONE 66.
For Terms, Apply to the MANAGER. 741

Dentistry.

SIEN TING,
Surgeon Dentist,
No. 14, D'ARQUILLA STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1900. 626

DENTISTRY.
SUI SANG,
Lately Practising with Dr. I. Sakata.
DENTIST.
Connaught Road, near Blake Pier.
Hongkong, December 3, 1902. 628

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.
FIRE—Marine—Typhoon—Accident—(special tourist forms)—Fidelity—Guarantee—Plate Glass.
Policies issued at current rates.
W. H. T. DAVIS, Manager.
Office hours, 10 a.m. to 4 p.m.
Saturdays, 10 a.m. to 12.30 p.m.

ADVERTISE

ADVERTISE

ADVERTISE

"The Life of Trade."

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

China Mail.

Read by all Classes in the Colony and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century.



PRINTING.

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PRINTING.

Artistic Printing

Done with Neatness and Despatch At Moderate Prices

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc

Under European Supervision

China Mail Office

5 WYNDHAM STREET HONGKONG.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Acherity	despatch-vessel	1700	—	3000	Comdr. O. de B. Brook	Hongkong
Albion	battleship, 1st class	12,000	16	18,500	Captain T. H. M. Jerram	Singapore
Algerine	sloop	1050	6	1400	Commander R. Nugent	Mira Bay
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Hongkong
Blenheim	cruiser, 1st class	9000	12	13,000	Captain F. G. Stopford	Hongkong
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Shanghai
Britomart	gunboat, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Mira Bay
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fagan	Mira Bay
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tabor	Hongkong
Cherub	water tank and tug	6000	11	9600	Captain Robert H. S. Stokes	Singapore
Eclipse	cruiser, 2nd class	1070	10	1400	Comdr. Ernest Barton	Wahaiwei
Epigale	sloop	360	6	6700		Hongkong
Fearless	torpedo boat destroyer	1580	12	3200	Comdr. P. V. Lawes, D.S.O.	Hongkong
Glory	battleship, 1st class	12,500	16	13,500	Captain W. A. Carter	Hongkong
Handy	torpedo boat destroyer	276	6	4000	Lieut.-Com. H. L. Well	Wahaiwei
Hart	torpedo boat destroyer	276	6	4000		Shanghai
Humber	storeship	280	6	3900		Wahaiwei
Janus	torpedo boat destroyer	280	6	3900		Wahaiwei
Kimhae	river gunboat	—	4	—	Lt.-Comdr. G. B. Powell	Yangtze-Kiang
Leviathan	cruiser, 1st class	14,100	—	31,682	Ron. N. G. Stopford	Hongkong
Moorean	river gunboat	180	2	800	Lt.-Comdr. G. G. Webster	Mira Bay
Ocean	battleship, 1st class	12,900	16	13,500	Captain R. F. Foster, C.M.G.	Wahaiwei
Otter	torpedo boat destroyer	350	6	6500	Lt.-Com. G. O. Goddington	Hongkong
Phenix	torpedo boat destroyer	1015	6	1400	Commander W. H. Nicholson	Wahaiwei
Rambling	surveying-vessel	635	6	650	Captain Morris H. Smyth	Yangtze
Rinaldo	sloop	990	10	1400	Com. D. St. A. Wake	Canton
Robin	river gunboat	85	2	240	Lt.-Com. John P. Irvon	Yangtze
Rosario	sloop	980	6	1400	Comdr. T. Jackson	West River
Sandpiper	river gunboat	85	2	240		Hongkong
Sirius	cruiser, 2nd class	3800	8	9000	Capt. C. H. H. Moore	Yangtze
Snipe	river gunboat	355	6	6500	Lt.-Comdr. Davidson	Hongkong
Sparrowhawk	torpedo boat destroyer	280	6	6500		Hongkong
Talbot	cruiser, 2nd class	5600	11	9600	Fleet Reserve	Chomulpo
Tamar	receiving ship	4650	6	—	Captain Lewis Bayly	Hongkong
Tal	river gunboat	180	2	800	Commodore Dickson	Hongkong
Thetis	cruiser, 2nd class	3400	8	9000	Lt.-Comdr. E. V. Dugmore	Wahaiwei
Tweed	coast defence gunboat	865	3	870	Capt. J. A. C. Wilkeson	Hankow
Vengeance	battleship, 1st class	12,850	16	13,500	Lieut. Forster	Hongkong
Virago	sloop	980	10	1400	Comdr. S. St. John Farquhar	Singapore
Waterwitch	torpedo boat destroyer	355	6	6300	Lieut.-Comdr. A. B. Barker	Hongkong
Whiting	surveying ship	420	—	450	Lt.-Comdr. Ernest O. Hardy	Hankow
Woodcock	torpedo boat destroyer	360	6	5900	In Reserve	Hongkong
Woodlark	river gunboat	150	2	560	Lieut.-Com. Hugh Somerville	Yangtze

* Flag of Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Aspern	Austrian cruiser	962	—	—	Capt. Friedrich Grunzenbergs	Chafco
Kaiserin Elisabeth	Austrian cruiser	4000	—	—	Captain Mirth	Hongkong
Acheron	French gunboat	1798	—	—	Captain Laferriere	Haigong
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Canton
Argus	French gunboat	475	3	450	Capt. Crespin	Canton
Aspic	French gunboat	—	—	—	Commander Journef	Saigon
Avallanche	French gunboat	580	—	—	Lieut. Heron	Haiphong
Bengali	French gunboat	3740	29	9000	Capt. Lefevre	Haiphong
Bugard	French cruiser	5015	18	—	Captain V. Poidlone	Chomulpo
Chateaufort	French gunboat	625	—	—	Commander Louis	Haiphong
Comete	French gunboat	690	—	—	Commander Guthsell	Saigon
Dedee	French gunboat	1550	6	2200	Capt. Le Gollieu	Haiphong
Kersaint	French gunboat	470	—	—	Capt. Bécue	Saigon
Lion	French cruiser	9700	12	19,600	Captain Aret	Saigon
Montcalm	French gunboat	9437	27	8500	Capt. Huet	Shanghai
Oly	French cruiser	4015	27	6071	Captain Sauts	Chomulpo
Pascal	French cruiser	1798	6	—	Capt. Vincent	Saigon
Redoubtable	French cruiser	629	2	900	Captain Thomas	Saigon
Styx	French gunboat	—	—	—	Lieut. Gallard	Hongkong
Surprise	French gunboat	—	—	—	Captain Blondel	Yangtze
Taklong	French gunboat	—	—	—	Lieut. Carr	Saigon
Takou	French destroyer	—	—	—	Captain Dick	Along Bay
Vauban	French cruiser	—	—	—		Canton
Vigilant	French gunboat	—	—	—		Saigon
Viper	French gunboat	400	4	441	Co-dr. Villeneuve	Along Bay
Bussard	German cruiser	1857	15	2900	Comdr. Haas	Amoy
Fürst Bismarck	German flag ship	11,000	38	14,000	Captain Friedrich	Shanghai
Geier	German cruiser	1776	15	2980	Comdr. von Studnitz	Kiamtschou
Hansa	German cruiser	6000	34	10,000	Capt. van Semmen	Shanghai
Horlitz	German cruiser	6000	37	10,000	Capt. Baron Schlimmalmann	Shanghai
Ilia	German gunboat	1000	10	1300	Capt. Baron M. Hillebrand	Shanghai
Jaguar	German gunboat	800	10	1300	Comdr. Wilbrand	Zobe
Luchs	German gunboat	890	10	—	Comdr. Koencke	Hongkong
Möwe	German gunboat	1640	15	2800	Comdr. Fesper	Hongkong
Seeadler	German cruiser	900	10	1300	Comdr. Pontius	Shanghai
Tiger	German gunboat	—	—	—	Comdr. Deimling	Chomulpo
Vorwaerts	German gunboat	—	—	—	Lieut.-Comdr. von Weiss	Shanghai
Thetis	German cruiser	—	—	—	Captain Dick	Shanghai
Elba	Italian cruiser	2730	10	7471	Captain Dugorne	Chomulpo
Piemonte	Italian cruiser	2427	34	12,000	Captain Zeri	Shanghai
Vesuvio	Italian cruiser	4500	24	6223	Capt. Cail	Shanghai
Vettor Pisani	Italian cruiser	6500	18	13,000		Nagasaki
Din	Portuguese gunboat	730	—	—	Captain Diogo de Sa	Macao
Zaire	Portuguese gunboat	600	—	—	Capt. F. J. Barboza Leal	Macao
Alouette	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Amant	Russian cruiser	2600	6	4700	Comdr. Gramatikoff	Port Arthur
Aspid	Russian cruiser	6000	27	—	Capt. Reizenshtein	Sunk (?)
Bayan	Russian cruiser	7800	10	16,500		Port Arthur
Bogatyr	Russian cruiser	3200	6	—		Sunk
Bogach	Russian gunboat	1050	6	1150	Comdr. Erjckovitch	Port Arthur
Bogach	Russian gunboat	6640	12	—		Port Arthur
Bogach	Russian cruiser	6781	8	—		Port Arthur
Bogach	Russian cruiser	1455	3	1700	Capt. Nasarowsky	Port Arthur
Bogach	Russian gunboat	500	3	3500	Comdr. Yonifsky	Port Arthur
Bogach	Russian gunboat	1490	6	2003	Comdr. Zagarauky	Port Arthur
Bogach	Russian gunboat	12,384	44	14,500	Captain Jossen	Vladivostok
Bogach	Russian cruiser	1000	8	1000	Comdr. Shumoff	Sunk
Bogach	Russian gunboat	1213	7	1500	Comdr. Novakowsky	Shanghai
Bogach	Russian gunboat	1224	7	1400	Commander Crown	Port Arthur
Bogach	Russian battleship	10,206	12	17,000		
Bogach	Russian cruiser	3000	6	17,000		
Bogach	Russian gunboat	1490	6	2000	Comdr. Vasiloff	Port Arthur
Bogach	Russian gunboat	8731	12	—		Asure
Bogach	Russian cruiser	12,674	15	14,500	Captain Koroleff	Port Arthur
Bogach	Russian battleship	10,980	16	10,600	Captain Jakovlev	Port Arthur
Bogach	Russian battleship	12,674	15	14,500	Capt. Zataranoff	Port Arthur
Bogach	Russian battleship	10,980	16	10,600	Captain Oseroff	Port Arthur
Bogach	Russian cruiser	1334	10	1768	Comdr. Liven	
Bogach	Russian gunboat	12,202	16	16,000	Captain Seprenopol	Vladivostok
Bogach	Russian protected cruiser	10,923	26	13,250	Capt. Matusevich	Vladivostok
Bogach	Russian battleship	10,980	16	10,600	Captain Seebrennikoff	Port Arthur
Bogach	Russian gunboat	850	2	1125	Lieut.-Comdr. Ivanoff	Port Arthur
Bogach	Russian gunboat	1050	4	1120	Comdr. Ginter	Nevodka
Bogach	Russian battleship	12,971	36	16,310		Asure
Bogach	Russian cruiser	6500	27	20,000	Capt. Bahr	Port Arthur
Bogach	Russian gunboat	500	3	3300	Comdr. Zagoriansky-Klasi	Port Arthur
Bogach	Russian cruiser	1230	15	1184	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3500	—	—	Capt. J. H. Rodgers	Honolulu
Callao	U. S. cruiser	235	—	—	Lieut. M. L. Miller	Hongkong
Cincinnati	U. S. gunboat	3213	—	—	Capt. H. E. Mason	Honolulu
Don Juan de Austria	U. S. gunboat	1150	—	1600	Captain Dent	Shanghai
Elcano	U. S. gunboat	1540	—	—	Lt.-Comdr. J. Hood	Shanghai
Helena	U. S. gunboat	1592	8	1288	Comdr. Staunton	Shanghai
*Katacky	U. S. gunboat	11,600	41	10,000	Captain R. M. Berry	Honolulu
Manadnock	U. S. gunboat	3990	6	3000	Captain Mahan	Shanghai
Manadnock	U. S. gunboat	1870	8	850	Comdr. Denfield	Taku
Monocacy	U. S. monitor	4094	4	5244	Comdr. W. H. Beecher	Canton
Monterey	U. S. monitor	3437	30	—	Commander Bloodgood	Honolulu
Over Orleans	U. S. cruiser	10,335	25	—	Captain Barwell	Taku
Oregon	U. S. cruiser	4000	—	—	Commander G. L. Dyer	Manila
Rainbow	U. S. cruiser	3313	—	—	Captain Nantz	Shanghai
Raleigh	U. S. cruiser	1000	13	1116	Commander Marshall	Shanghai
Vicksburg	U. S. cruiser	400	—	—	Lieut. L. G. Botsford	Shanghai
Villalobos	U. S. gunboat	1397	3	1894	Commander U. M. Harris	Shanghai

ADRESSES: 'ACHEE, HONGKONG.
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MEMOS. FOR TO-MORROW.
Tender Closed.

Meeting.
Amusements.
Miscellaneous.

General Memoranda.
Goods per Sydney unclaimed after this date at Noon will be subject to rent and landing charges.
Goods per Nankin not cleared at 4 p.m. on this date subject to rent.
Military Gun Practice.
Goods per Commodore not cleared at 4 p.m. on this date subject to rent.
Meeting of Shareholders of Hongkong Fire Insurance Co., Ltd., at the Company's Office.
Subscription. Concert in St. Andrew's Hall.
Auction of Valuable Household Furniture, etc., at 'Leigh Tor, the Peak.'
Meeting of Shareholders of The China Fire Insurance Co., Ltd., at the Company's Office.
Meeting of Shareholders of Hongkong and Kowloon Wharf and Godown Co., Ltd., at the Company's Office.

Monday, March 7:
2.15 p.m.—Auction of Valuable Household Furniture, etc., at 'Leigh Tor, the Peak.'
Tuesday, March 8:
11.30 a.m. Meeting of Shareholders of The China Fire Insurance Co., Ltd., at the Company's Office.
12.15 p.m. Meeting of Shareholders of Hongkong and Kowloon Wharf and Godown Co., Ltd., at the Company's Office.



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A. B. WATSON & Co., Limited,
HONGKONG DISPENSARY,
February 27, 1904.

BIRTH.
On the 23rd February, at 180 Bubbling Well Road, Shanghai, the wife of EDWARD W. MAITLAND, of the Daughter.

MARRIAGE.
On the 22nd February, at the Holy Trinity Cathedral, Shanghai, by the Rev. C. J. F. Symons, B.A., FRANKS, second son of the late FREDERICK L. S. SCOWZAN, of Zurich, Switzerland, to EVELINE LOUISE (Dolly), youngest daughter of J. A. Stewart, Shanghai.

The publication of this issue commenced at 5.15 p.m.

The China Mail.
HONGKONG, MONDAY, FEBRUARY 29, 1904.

LOCAL AND GENERAL.

Naval Movements.
The British battleships Ocean and Centurion, and the cruiser Cressy left today for Mirs Bay, where the Amphitrite is now. The alcop Phoenix left for Wei-hai-wei.

The 'Coronet' Cup.
The Off Day Race Meeting of the Hongkong Jockey Club was concluded on Saturday by the 'Coronet' Cup. Three horses started, and Rebel King had no difficulty in winning from Protection, with Culet last. Time—2.25. Mr. Master was the winning rider.

International Rugby Football.
The international rugby football match between England and Ireland on the 13th inst. resulted in a win for England by 2 goals to nil. The record for the season now stands—England drew with Wales and beat Ireland. Wales drew with England and beat Scotland.

Golf at Shanghai.
In the 'big pool' competition at Shanghai, J. H. T. McMurtrie 77 plus 2, 79, and A. W. Walkinshaw 78 plus 1, 79, tied for first place, while C. H. P. Hay, and F. O. Cumming, 92, minus 10, 92, tied for the next place. 133 cards having been taken on the 1st, 2nd and 3rd prizes were worth respectively \$33.10, \$26.60, \$13.30. It should be noted that one member who returned a card which would have tied for first prize was disqualified by the Committee.

A Nice Comfortable War!
The following was overheard in the Kowloon ferry boat—
1st Kowloonite—Nice, comfortable sort of war this!
2nd Kowloonite—Which?
1st K.—This 'scrap' up north that the newspapers call an 'Embroglio.'
2nd K.—How?
1st K.—Well, both sides provide the reports, and the best of it nobody ever gets his. Bombardments and attacks and that sort of thing, don't you know, but according to the official reports neither side seems to have lost anything or anybody!

The Philharmonic Society.
The first of the three concerts to be held under the auspices of the Philharmonic Society will be held on Saturday next, in the St. Andrew's Hall. A varied and attractive programme, which will be published in a day or two, is being prepared. Two or three part-songs will be given by the members, and vocal solos will be rendered by several of our local amateurs. Mr. Johnson, of Amoy (who possesses a fine contralto voice) has kindly consented to sing. The orchestra will play four pieces, and one or two instrumental solos will also be given. It is expected that the Concert will be a musical treat.

Accident to a Jockey.
An unfortunate accident happened during the steeplechase on Saturday afternoon at the race meeting. After going round once Rex, who had been jumping well, and The Crow fell at the last fence of the course. Both horses were killed, but immediately returned to the race, Rex winning. When Mr. Johnson, the rider of Rex, dismounted it was seen that he was injured. Sir Frederick Treves, who arrived on Saturday, and Dr. Atkinson examined Mr. Johnson, and the Jockey's room. It was found that in addition to breaking his collarbone, his shoulder was dislocated. After being attended to, Mr. Johnson was taken away in an ambulance.

The Dallas Company.
The audience that witnessed the recent performance of 'The French Maid' by the Henry Dallas Company on Saturday was the largest that has been seen in the City Hall for some time. Not a seat was empty in the Dress Circle, and the same satisfactory condition prevailed in the Stalls. The comedy was well rendered, and the plaudits that rang out throughout the evening showed that it was well received. Mr. Percival Knight, unfortunately, suffered from a very severe cold, which considerably modified his excellent performance. The success of the evening undoubtedly rested with Miss Alice Wade (as Suzanne) and Mr. Duncan Munro (as Jack Brown). The chorus looked as attractive as ever, and the singing of the various artists was very pleasing. Mr. Frank Cochran's singing was especially good, and Mr. Knight, despite his heavy cold, was recalled for his humorous rendering of his comic song. To-night the company will stage 'A Runaway Girl.'

LOCAL AND GENERAL.

Notes by the Way.
Colonels H. Hart and Rawson, R.E., have retired.

The Japan Sympathetic Fund at Shanghai now amounts to \$586.

The Austrian collier Java, ordered out of Port Said, has returned to Sebastopol.

Mr Justice Hill's resignation of his seat on the Calcutta High Court Bench has been accepted.

The removal from the service, subject to His Majesty's approval, is gazetted in India of Lieutenant Smith Rowe, 57th Wilde's Rifles, Frontier Force.

There were 193 European and 45 Chinese visitors to the City Hall Library, and 61 European and 3,475 Chinese to the Museum during the week ending 25th February.

In the return match at Melbourne against Victoria, when Warner's team won after dismissing Victoria for 15 runs, the Victorians lost the first four wickets before a run was scored.

The Indian Daily News now understands that there is no foundation whatever for the report wired to it from Colombo of the engagement of Miss Daisy Leiter to Major Marker.

On 'Washington Day,' the Russian gunboat Mandouk showed there was no ill-feeling towards the United States by displaying 'Old Glory' as the main. The other foreign men-of-war in port were 'dressed.'

Commodore C. G. Dickon hoisted his flag today for the first time since his arrival here. The fact that Captain Foote, of H.M.S. Vancouver, is senior to the Commodore, has prevented the flag from being hoisted before. The Vancouver, however, left today for Mirs Bay.

Athletic Sports.
The seventh annual Athletic Meeting of the Victoria Recreation Club will be held on April 4, at the Hongkong Football Club's ground, Happy Valley. An advertisement appears in this issue calling members' attention to the fact that entry forms, etc., can be obtained at the Club or from the Secretary.

Death of Count Butler.
The N.C. Daily News of the 23rd February said—Count Butler has been so long ill that his death yesterday morning did not come as a surprise to Shanghai, deeply lamented as it is, and heartfelt as is the sympathy that is universal for his widow and child. In his long career in China and Formosa, Count Butler has made nothing but friends, his abilities, geniality, and wide kindness having endeared him to all who knew him, Chinese as well as foreigners. His recent visit home wrought no improvement in health, and he came back only to pass away. As his name indicates, he was of Irish extraction, one of the soldiers of fortune at whose hands the great Wallenstein met his death. Count Butler was a thorough sportsman, and a steward of the Shanghai Race Club.

Alleged Breach of Harbour Rules.
The master of the Cheong Lee launch was charged at the Marine Magistrate's Court this morning with failing to observe the rules of the harbour, whereby a collision may have been occasioned. The offence, alleged to have been committed, consisted in passing No. 7 Police pinnace on the starboard side, and then crossing her bows. The evidence for the prosecution was to the effect that the Cheong Lee blew one blast, signifying that she was going to the starboard, and then she deliberately turned to port and crossed the bows of the pinnace. The Mr. G. K. H. Branton appeared for the defence, and called evidence to prove that the blast was blown to warn the sampans and small boats lying about the wharf that the launch was coming, and that the police pinnace was not seen until the Cheong Lee came to the wharf. Mr. L. Barnes Lawrence said that the evidence of the Chinese was very unsatisfactory, but he dismissed the summons.

Assaulting his Officers.
At the Marine Magistrate's Court before Mr. L. Barnes Lawrence, Harbour Master, James Hay, freeman on board the S.S. Acot, was charged with assaulting the first and second officers at Kobe, Japan. The Captain of the Acot said that the first officer reported that the accused had assaulted him and the second mate in the saloon. Accused had threatened to kill them both and refused to leave the saloon. After a severe struggle accused was overpowered and put in irons. A policeman was sent for and the accused was locked up. The British Consul advised the Captain to take the accused to the nearest British port for trial. Accused was drunk at the time of the assault. Alfred Stoker, first mate, and W. Gentle, second mate, gave corroborative evidence. Accused pleaded guilty, and stated that on the previous day he had received bad news, and had applied for an advance of £5. The Captain promised to give him, and he went to the saloon to get it. The first mate 'regimented' him. His Worship sentenced accused to six months' imprisonment with hard labour.

TELEGRAMS.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
SUPPLIED BY REUTERS, VIA HONGKONG.

THE RUSSO-JAPANESE WAR.

THE PORT ARTHUR ATTACK.

Russian Account.—An Indecisive Encounter.
LONDON, February 27.

An official report from St. Petersburg states that the Japanese fleet made an attack on three Russian cruisers at Port Arthur at about eleven o'clock on the morning of the 25th instant.

The forts opened fire on the Japanese, who withdrew after half-an-hour's cannonading. The result was seemingly inconclusive.

THE OPENING OF WUJU.

Reuters' correspondent at Seoul telegraphs that Wiju has been opened to foreign trade.

[CHINA MAIL'S SPECIAL SERVICE.]

THE RUSSIAN STORY.

Alleged Japanese Losses.
(From Our Own Correspondent.)
SHANGHAI, February 27.

During the night attack on Port Arthur by the Japanese on the 24th instant, the Japanese lost two torpedo boats. The Russians sustained no losses.

THE JAPANESE STORY.

Russian Torpedo-Boat Sunk.
(From Our Special War Correspondent.)
TOKIO, February 27.

The big guns were used by the Japanese during the attack on Port Arthur on Thursday morning. Dense masses of smoke were seen to rise in the City.

One Russian torpedo-boat was sunk by the Japanese, but the attempt to block the entrance to the harbour with sunken ships proved a failure.

GENERAL KUROPATKIN.

Expected at Harbin.
General Kuropatkin (Commander-in-Chief of the Russian Forces) is expected to arrive at Harbin on Wednesday, March 10.

COREAN-JAPANESE ALLIANCE.

Japan and Corea have signed a treaty for a defensive alliance.

THE JAPANESE AT PORT ARTHUR.

Harassing the Russians.
(From Our Own Correspondent.)
SHANGHAI, February 29.

The Japanese renewed the bombardment of Port Arthur on the 29th instant, but were not successful in doing much damage.

[As a matter of fact, these renewed attacks are probably intended only to harass the Russians and to prevent the refloating of the damaged warships, while the Japanese transports are quietly loading troops along the coast of Corea and Manchuria.—Ed., C.M.]

THE JAPANESE FLEET.

The Japanese squadrons remain near the Manchurian coast.

AN OUTPOST AFFAIR.

Opposing Forces meet at Pingyang.
Advanced bodies of the Russian and Japanese military forces came into collision near Pingyang in Corea. No details have come to hand.

[Pingyang was expected to be the scene of the first pitched battle between the opposing military forces. It lies about 120 miles north of Seoul, and is easily reached by troops landed on the southern littoral in the Bay of Corea. It was at Pingyang where the Japanese gained their first big victory over the Chinese in 1894.—Ed., C.M.]

WAR TELEGRAMS.

Reported Action of France.

London, February 9.—Reuters wires from Tientsin that a French transport with a battalion of troops from Tongking is hourly expected at Shan-hai-kwan to expel the forces which the Russians are vacating.

It is reported that the tricolour was hoisted this morning guarded by a single sentry. The British officer in charge of Shan-hai-kwan protested against any French occupation.

General Ventrin proceeded to Shan-hai-kwan this morning.

A Rumour about Weihaiwei.

Feb. 13.—Lord Lansdowne, denying in the House of Lords the report that Japan would be allowed to use Wei-hai-wei as a base, added that he had telegraphed to inquire whether anything likely to give rise to such a rumour had occurred at Wei-hai-wei.

Appeal by the Japan Society.

The Japan Society in London appeals to the public for funds for the sick and wounded Japanese.

Japan's Plans.

London, Feb. 15.—An article in The Times comments in the most favourable manner upon the orderly and efficient manner in which Japan is developing her plan of campaign by sea and land, and praises the solidly qualities of the Japanese troops for their smooth and rapid working in mobilization, and concludes that military action will quickly succeed the naval blows.

Calcutta, Feb. 14.—The Daily Telegraph's New York correspondent mentions the report that the Japanese now in Korea are concentrating preparatory to a forced march of 250 miles to the Yalu River where they will co-operate with the forces landed in Manchuria during the naval fighting. The message implies that experts are confident that the Japanese powers of concentration, transport and supply are equal to this feat.

Japanese Fighting Ability.

Military and Naval experts find their estimates of the high ability of the Japanese, both in the field and at sea, confirmed by the torpedo attack at Port Arthur. A high naval authority, intimately connected with the construction of the Japanese fleet, says the Japanese sailors are the cleverest known and are capable of running the largest ships with only a fortnight's training. Military experts in Government's counsel predict that the Japanese soldiers will equally surprise the Russians.

The Hindus and Japan.

A circular has been issued calling a great meeting of Hindus on the Maidan here next Sunday to pray for the success of Japan. A similar circular on the occasion of the death of the late Queen-Emress resulted in a gathering of over a hundred thousand people.

Admiral Togo an old 'Worcester' Boy.

A correspondent writes to the Hongkong Gazette that attention to the fact, that Admiral Togo, in command of the Japanese fleet, is an old Worcester boy. The school of that ship out here will be doubly interested in watching the career of the Admiral, who has already done so well.

THE ATTEMPT TO BLOCK PORT ARTHUR.

Japanese Official Statement.
Mr. M. Noma, Japanese Consul, forwards the following official telegram:—
TOKIO, February 28, 12.10 a.m.

Admiral Togo, Commander-in-Chief of the main squadron, has forwarded the following official report with regard to the recent attack on Port Arthur.

Five Merchant vessels were despatched with instructions to their crews to scuttle them in the entrance to the Russian port. On reaching the southern part of Laotian, on the 24th inst. at 4 a.m., the first of these vessels, the Teshin-maru, turned to the left, and after running for three miles, under a violent fire from the enemy's forts, which inflicted serious damage, it was found necessary to beach her.

The other four vessels steamed off to the north-east. They were discovered by the enemy's searchlights and subjected to a violent cross-fire from the shore batteries. The engines of the Bushu-maru were put out of gear by a shell, and she was eventually scuttled near the Teshin-maru. The Bupu-maru was riddled by shells and sunk before reaching the entrance.

The Hoko-maru and Jinsen-maru proceeded at full speed into the entrance. The former was sunk near Removian Point and the latter on the opposite side of the passage. These two vessels were blown up with explosives that had been prepared on board, their crews cheering from their boat as they saw them founder. The crews then rowed away towards the Japanese torpedo flotilla, but, being discovered by the Russians, thanks to the searchlights which were sweeping the harbour, they were fired upon by the forts. In consequence, they rowed to a point of shelter, where they remained under cover, and succeeded in rejoining the torpedo boats about 3 p.m. the following day, after rowing for several hours against a heavy sea and head wind.

THE FIRST MEETING ON LAND.

Russian Cavalry Withdraw before Japanese Infantry.

TOKIO, February 28, 8.20 p.m.

This morning, at about 9 a.m., a group of the enemy's cavalry made a demonstration and was encountered about half-a-mile to the north of Pingyang (Pingyang). Our infantry opened fire and advanced to the attack, whereupon the Russians withdrew.

ARRIVAL OF THE 'ELBA.'

Russians on Board.

The Italian cruiser Elba arrived today from Chemulpo with the Russians on board, which she rescued from the Varig, when the latter was sunk in Chemulpo Harbour, after the attack by the Japanese.

One of the officers, seen to-day by our reporter, stated that on the morning of February 8, the Japanese fleet, consisting of the ironclad Asama, the battleships Naniwa, Nitaka, Tachibana, Chiyoda and 9 torpedo-boats, were coming up towards the entrance of the harbour. They formed into a line off Phillip Island, near Richy Island, and extended in a South-westerly direction to the beacon light in the channel. The Koryu and Varig were inside the harbour, and the Varig took the lead to go out to sea.

The Koryu was behind her, and they passed down the channel. This was about noon, and the Varig rescued the Yodomo Island, when the Asama opened fire. The Varig returned the fire, and in manoeuvring about, her engines went wrong, and she was brought to a standstill. This was the Japanese opportunity. They poured shell after shell, and shot after shot into the stationary warship, and for a space

of five minutes the Varig remained a target for the Japanese. The engines were righted and the Varig retreated slowly up the channel, followed by the victorious Asama. Once in the channel the Varig was safe, for the neutral men-of-war, the Talbot (British), Pascal (French) and Elba (Italian), were too near the Japanese to fire at her. After proceeding some distance up the channel the Asama returned to the Japanese fleet. The firing was at about a two-mile range, and the Japanese made excellent practice, their aiming being very accurate. When the Koryu and Varig returned to the harbour it was about one o'clock, the engagement having taken an hour. The Russians on board the Koryu, recognizing that they would be captured, decided not to allow their ship to fall into the hands of the Japanese, so she was blown up, and being a large vessel could not be despatched of that way, without danger to the other boxes were opened, and she slowly settled down into the water. The men were all picked up by the Talbot, Pascal, and Elba, and the wounded had their wounds attended to. In all there were 44 men and one officer killed on the Varig, while the Koryu escaped without a single man being wounded and she suffered no damage whatever from the enemy's shells. In fact, the Japanese did not fire at the Koryu, but confined their attention to the large vessel, the Varig. The officer who was killed on board the Varig was Midshipman Weir. He was doing duty on the bridge, when he was struck by a shell, and completely blown to atoms. Only one arm was found lying on the bridge, the rest of his body having been blown away. The Japanese got off very lightly, no one being killed, and only one boat, a torpedo boat, being destroyed. The Elba left Chemulpo on February 25, having on board 178 men and seven officers, one wounded in the right leg. The officers are: Lieut. Robert Berling, Midshipman Schilling, Eyer, Labada, and Gutsine (wounded); Chief Engineer Leikoff, and Engineer Soldatoff. All these men are on the Varig. Most of the wounded men on the Varig were picked up by the Pascal, and sent to the Japanese Red Cross Society in Chemulpo. The Elba is now waiting further orders as to the disposal of the Russians. It is likely that the men will be taken on to Italy, but not by the Elba, as they will probably be handed over to a merchant vessel unless instructions to the contrary are received.

THE NEUTRALITY OF SHANGHAI.

The Position of the 'Mandjour.'

As we have already stated (says the N.C. Daily News of the 23rd February), the time allowed for the Russian gun vessel Mandjour to leave the harbour expired at 5 p.m. on Sunday, but as far as can be seen, that vessel has taken no notice of the order given her, a course of action which she would not be permitted to follow in, for instance, Hongkong or Tientsin. The China authorities are naturally puzzled how to act; the Taotai has been instructed from Peking to enforce the neutrality rules for which there is international sanction, but there seems some reason to fear that the Mandjour's action is deliberately designed so to involve China that Russia may be able to refuse to respect her neutrality, as Japan has refused to respect the neutrality of Corea. China has been so strenuously advised by the Great Powers to remain neutral, with the willing assent of Japan, that it is not to be wondered at that she should hesitate to adopt severe measures in the present case; but the Powers that have undertaken her tutelage will no doubt advise her what measures to take in the present difficulty. The simplest thing, if it is thought expedient that Admiral Sahl should tow the Mandjour out to sea, would be to remove some vital portion of her machinery, and so disable her as long as she remains outlaid in the port. It remains to be seen what steps will now be taken to enforce the order which was formally given by the Taotai on Saturday.

The Japanese cruiser Akishima left Woung yesterday, and as far as is concerned, therefore, the neutrality of Shanghai has been strictly observed.

[REUTERS' SERVICE.]

THE MANCHURIAN RAILWAY.

LONDON, February 28.

An official report to the Director General of Chinese Railways states that the Manchurian Railway is strongly guarded. At every mile, approximately, there is a high watch tower, with thirty Cossacks.

TURKEY AND BULGARIA.

LONDON, February 27.

The pourparlers between Turkey and Bulgaria for a pacific settlement of their differences continue to progress favourably.

THE RUSSIANS IN THE RED SEA.

A Russian destroyer, on Monday night, stopped the liner Mombasa in the Red Sea. An officer boarded the ship and examined her papers.

THE WAR.

The Japanese Legation has received an official despatch from Tokio stating that the Japanese object of blocking the entrance of Port Arthur on the 24th instant was attained; the crews returning safely. The above news is not from Admiral Togo, but its accuracy is indubitable.

LATER.

It is believed in Tokio that the blocking of Port Arthur was at least partially accomplished.

GREAT FIRES IN THE UNITED STATES.

A great fire has occurred in the business section of Rochester, New York State. Blocks of buildings were dynamited to arrest the spread of the fire. A fire has also destroyed three acres of the business section of Baltimore.

THE GOVERNORSHIP OF NEW ZEALAND.

Lord Plunkett has been appointed Governor of New Zealand.

The Captain of the s.s. Phra Chon Khito, which arrived at Singapore on the 19th inst. from Swatow with nearly 200 Chinese immigrants, reported one case of small-pox on board.

TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]

THE BANK FRAUDS.

SCHWIND SENTENCED.

(From Our Own Correspondent.)

SHANGHAI, February 29.

R. Schwind has been sentenced to three years and six months' imprisonment with hard labour, and the loss of civil rights for five years. Costs were also awarded against him.

[It will be remembered that Schwind was arrested for complicity in the Russo-Chinese bank frauds. He was freed from the Consular goal while awaiting trial, but was subsequently re-arrested.—Ed., C.M.]

[CHINA MAIL'S EXCLUSIVE SERVICE.]

SUPPLIED BY REUTER, via HONKONG.

THE TIBETAN QUESTION.

BRITAIN AND RUSSIA.

Twenty-fourth Assurance

from Russia.

London, February 27.

Speaking in the House of Lords, Lord Lansdowne, Minister for Foreign Affairs, said that the Government's view was that the independence of Tibet should be recognised, but if any Power endeavoured to exercise a preponderance of influence there, then Great Britain must step in and control the country.

That had been made sufficiently clear to the Tibetans, whose confidence in the support of Russia had contributed largely to the difficulties encountered by the British.

Russia, he said, had given distinct though unsatisfactory assurances regarding her policy with respect to Tibet.

CRICKET IN AUSTRALIA.

THE FOURTH TEST MATCH.

England's Moderate Score.

(From Our Own Correspondent.)

SYDNEY, February 27.

The fourth test match was resumed to-day. At the close of the previous day's play the English team had lost seven wickets for 207 runs. The remaining three wickets only added forty-two runs, Knight being 70, not out. The bowling of the Australian Captain, M. A. Noble, was very good, and he finished up with an average of seven wickets for 100 runs.

Play was delayed for an hour and a half owing to a slight fall of rain. The Australians went in to bat, but Trumper only scored seven before he was out.

At the afternoon adjournment, two wickets had fallen for 68 runs, and at the close of the day's play five wickets were down for 114 runs.

The principal scores were as follows:—

ENGLAND.—First Innings.

T. Hayward	18
J. T. Tyldesley	16
R. E. Foster	19
L. C. Brand	39
C. H. Hill	25
P. F. Warner	0
A. E. Knight, not out	70
B. J. Bosanquet	12
A. Lilley	24
Other Batsmen and Sun-	
dries	26
Total	249

AUSTRALIA.—First Innings.

V. Trumper	7
R. A. Duff	47
C. Hill	33
Other Batsmen and Sun-	
dries	27
Total	114

BOWLING ANALYSIS.

AUSTRALIA.

W. R. Average.

M. A. Noble ... 7 100 14.28

ENGLAND v. NEW SOUTH WALES.

London, February 12.—In their return

match against New South Wales, Warner's team were out for 100 in their first innings. Bosanquet made 54. New South Wales made 152 for six wickets.

February 13.—New South Wales were out in their first innings for 222. England at lunch-time had made 16 for no wickets in their second innings.

Later.—When stumps were drawn to-day Warner's team had made 254 runs for six wickets.

Allahabad, Feb. 18.—A Pioneer special message, dated Sydney, Feb. 21, says: The match between Warner's team and New South Wales began to-day on an excellent wicket and before a large attendance. England batted first and gave a poor display, all being out for 180 runs. A. C. Ottor took five wickets for 44 runs. New South Wales lost six wickets for 152 runs.

February 14.—A telegram from the Pioneer dated Sydney, Feb. 12, February, says: There was a large attendance and great interest was shown in the cricket to-day, the wicket being perfect. New South Wales were all out for 233. Bosanquet taking two wickets for 50. Rhodes three for 31 and Beaumont one for 61. England are now doing better and have scored 265 for six wickets.

INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

Annual Meeting.

The thirteenth annual general meeting of members of the Institution of Engineers and Shipbuilders of Hongkong was held in the Rooms, No. 3 Des Voeux Road, Central, on Saturday evening. Mr. D. MacDonald, the President, was in the chair, and there were also present: Messrs W. O. Jack (Vice-President); E. O. Murphy, H. T. Richardson, J. D. Logan, J. D. W. Thomson, C. F. Focken, W. Ramsay, T. Skinner, A. Bain, J. MacDonald, T. Robertson, J. Lambert, A. Ritchie, E. C. Wilks, J. McLachlan, W. Auld, A. Milroy, P. Simcock, W. G. Winterburn, H. K. Archibald, W. Stewart, F. Murchie, R. Knox, J. F. Miller (hon. secretary) and others.

The President said—Gentlemen, The annual report and statement of accounts having been in your hands for some time I propose, with your permission, to follow the usual custom and take them as read. For some years past the Institution of Engineers and Shipbuilders has not been progressing as it should do, and the close of the year 1903 as you will see from the report finds us in a worse condition than we have been in since the Institution was started just 13 years ago. As one of the founders I remember well the high hopes that were entertained by the first Committee and Members of the great things to be achieved by this Institution, and for a number of years it seemed as if their hopes might be realised. But gentlemen, we have fallen on evil times, and unless the members wake up and take more interest and give more support to the working of the Institution, the time is not far distant when the question of winding up the Company will have to be seriously considered; for the Institution at the present time is not self-supporting. The balance (which I see the printer has kindly put in large letters) is a slightly misleading as this balance is only arrived at after adding \$855.00 subscribed for the new billiard table and about \$400.00 from the Dance account, without which we should have been about \$700.00 to the bad, and I am sure none of the members wish the Institution to be run on charity. The Engineers and Shipbuilders of this Colony are well able to maintain an Institution worthy of the trades from which it takes its name, but if they decline to support such an Institution then there is nothing to be done but how to the inevitable and shut up. Speaking for myself I should be very sorry indeed if we are forced to close. Because it would be a sign that the Engineers and Shipbuilders in Hongkong are lagging behind, while kindred institutions all over the world are flourishing and forging ahead. Some members I am told, complain that they do not derive any benefit from the Institute, or at any rate not sufficient for the \$2.50 subscribed per month—well, that I should say is the fault of the member, for you only require to walk into the reading room and look at the collection of papers and magazines and the splendid reference library to convince you that the member who is incapable of taking \$2.50 worth of it in the same number of hours must be wanting in those qualifications which are requisite in every Engineer and Shipbuilder. Before closing my remarks I would draw the attention of members to the classes which have lately been started under the direction of Mr. W. H. Williams for instruction in Practical Mathematics and Mechanics, and with this Institution in a flourishing condition there is no reason why these classes should not be arranged so that every member who wished to do so, might take part in them, and this is only one of the many benefits that members might derive from the Institute if they would support it in a whole-hearted and genuine manner. Before moving the adoption of the report I shall be pleased to answer any questions or give any information within my power.

Replying to Mr. Murphy, the hon. treasurer (Mr. C. F. Focken) said the amount outstanding and due to the Institution was now about \$1,500.

On the proposal of the President, seconded by Mr. Jack, it was agreed that the report and accounts as presented be adopted and passed.

Mr. Bain drew attention to the falling off in membership during the past few years, and said there was something wrong somewhere.

The President said that the committee had been doing all in their power to make the Institute attractive to members, the majority of whom seem quite uninterested in the matter.

The meeting then proceeded to discuss the question of admitting marine officers and gentlemen connected with shipping as associate members of the Institution.

Mr. Jack mentioned that the committee had already discussed the matter, and agreed it would be best to leave the views of members regarding the proposal.

In the opinion of the Committee, gentlemen connected with the shipping interests, about and ashore—shipping clerks, captains and officers of steamers—should be associate members, but they would, of course, be subject to election by ballot by the committee, and if admitted would have the same privilege as ordinary members with the exception that they would have no voice in the management of the Institute.

Several members were strongly in favour of keeping the Institution purely for engineers and ship-builders, and if necessary, the subscription might be raised. Eventually it was agreed to postpone the discussion in order to get the views of seagoing members.

The following officers were elected for the ensuing year:—

President: Mr. W. C. Jack. Vice-President: Mr. T. Richardson and J. Lambert.

Committee of Management: Messrs D. MacDonald, H. Richardson, J. Lambert, T. Banks, Craik, W. Ramsay, J. D. Thomson, J. Logan, E. C. Wilks, J. MacDonald, and T. W. Robertson. Hon. Secretary: Mr. J. G. Miller. Hon. Librarian: Mr. J. D. W. Thomson. Hon. Treasurer: Mr. C. F. Focken.

Votes of thanks to the officers for their services during the past year brought the proceedings to a close.

What is a Cough?

A SPASMODIC effort to expel the mucus from the bronchial tubes. A cold causes a more abundant secretion of mucus, and when the lungs and bronchial tubes are inflamed, they are extremely sensitive to the irritation. Unless care is taken, the cold will result in pneumonia, which is swift and deadly. If the cold is a lingering one, the more leisurely but equally fatal consumption may ensue. Do not neglect a cold or cough. Take Chamberlain's Cough Remedy. It always cures, and cures quickly. For sale by all chemists and medicine vendors: WATKINS, Ltd., General Agents.

RUGBY FOOTBALL.

The Hongkong Football Club defeated a team from H. M. S. *Albion* by ten points to five on Saturday afternoon at Happy Valley.

The teams were:—

HONGKONG: H. Arthur, full back; R. A. Whitmore, T. E. Pearce, Lieut. Cameron, R. A., and J. Thomas, three-quarters; J. Jordan and F. G. Cavanagh, halves; H. C. Sandford (capt.), E. R. Hallifax, P. W. Goldring, E. D. G. Wolfe, H. E. Rowley, Lieut. Striver, R. A., Lieut. Duncan, R. A., and H. F. Chard, forwards.

H.M.S. *Albion*: Warren, back; Royal, Smart, Milford, and McLeod, three-quarters; Blackwood and Child, halves; Boyle, Roe, Hughes, Boxer, Danby, Mawbey, Hardman-Jones, and Layard, forwards.

Mr Gordon was referee.

The Club kicked off, and the *Albions* immediately attacked. Before the game had been in progress five minutes a neat passing bout resulted in Blackwood scoring a try, which was converted by Smart (6-0).

Lively play on both sides followed, Pearce and Jordan handing the ball neatly. The Club made several attempts to break through the *Albion's* line of defence, but the Naval men repulsed them each time.

After a spell of control play, the *Albions* advanced on their opponent's goal. Hallifax, Pearce and Dixon showed out to advantage in repelling them, and prevented them from scoring. An attempt at a field goal was made just before the interval by a Naval man, but it failed to score.

The *Albion* then proceeded to attack again, and had the Club on the defensive until Pearce broke away. After putting in a good run he was collared by Warren. The Club continued to press and Goldring scored a try, bumping the goal-post as he fell across. Pearce converted, and the scores were level (6-6). Hallifax made a good opening move to Pearce, who scored between the posts, converting his try (6-10). Goldring made a fine run, but after beating all opposition, he stumbled and lost the ball. The *Albions* were playing a hard game, and it seemed as though they would again score, but the defence of the Club prevented them. From a mark, an attempt was made at goal, but Cameron blocked the kick. The *Albions* blew shortly afterwards, leaving the Club winners by ten points to five.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour, Mr. A. G. Wise, Judge.)

Monday, February 29, 1904.

CLAIM FOR INTEREST.

Chun A Fook and another brought an action against U. Nerverga and another to recover \$600 interest on Francs 120,000, alleged by defendants to have been transferred to them by one E. Ghisi (Italian delegate on the International Commission of Bankers, Shanghai).

Mr. M. W. Shide (instructed by Mr. F. X. d'Almeida e Castro) appeared for the plaintiffs; and Mr. H. E. Pollock, K.C. (instructed by Mr. F. P. Hett, of Mr. G. K. H. Brutton's office) represented the defendants.

The statement of claim set out: 1. The plaintiffs are merchants in Victoria, Hongkong. 2. The defendants are Italian subjects, who formerly carried on business in Victoria, under the style of U. Nerverga and Company, and who now reside in Hongkong. 3. In the month of November 1902 the plaintiffs commenced an action against the defendants in the Original Jurisdiction of the Supreme Court, being Action No. 211 of 1902. 4. In the year 1904 the defendants had awarded to them a large sum to be paid by the Chinese Government by way of indemnity for losses sustained by the defendants during the Boxer rebellion. 5. The said indemnity awarded to the defendants is payable to the defendants by the Italian Government Delegate on the Commission of Bankers, Shanghai, and until payment bears interest at the rate of 4 per cent. per annum payable half-yearly. 6. On the 30th May 1903 the plaintiffs accepted a transfer, made on April 13, 1903, at the request of the defendants by the said Italian Government Delegate of Francs 120,000, out of the indemnity due to the defendants, in full settlement of all claims by them against the defendants and withdrew the said action. No. 211 of 1902. 7. On or about July 1, 1903, the said Italian Government Delegate paid to the defendants the interest due on the said indemnity for the half year ended June 30, 1903. 8. The rateable proportion of the said interest received by the defendants in respect to the Francs 120,000, transferred to the plaintiffs, amount to \$600.00. On July 28, 1903 the plaintiffs demanded from the defendants the payment of the interest received by the defendants on the Francs 120,000, but defendants have not paid the sum or any part thereof.

The plaintiffs claim: 1. \$600. 2. Interest from the date of the writ herein on \$600, at 8 per cent. per annum, until payment of judgment for the defence set out: 1. The defendants admit the truth of the allegations which are contained in paragraphs 1, 2, 3, 4, 5, 7, and 8 of the Statement of claim. 2. In answer to paragraph 6 of the Statement of claim the defendants say as follows: It was agreed between the plaintiffs and the defendants that action 211 of 1902 should be withdrawn by the plaintiffs on condition of the plaintiffs receiving a document from the Italian Government Delegate at Shanghai which would entitle the plaintiffs to eventually receive bonds to the full value of Francs 120,000, when the bonds would be thereafter used by the Italian Government Delegate for the payment of the said indemnity. If this said Delegate has issued any document to the plaintiffs which confers, or purports to confer, or has the legal effect of conferring upon the plaintiffs any present or immediate rights to interest on the sum of Francs 120,000 such document was not issued in such form at the request of the defendants, but on the contrary was issued in such form in defiance to the express instructions upon the subject which were sent by the defendants to the said Delegate, to which instructions the defendants came leave to refer. 3. In answer to paragraph 8 of the Statement of claim the defendants say as follows: It was agreed between the plaintiffs and the defendants that action 211 of 1902 should be withdrawn by the plaintiffs on condition of the plaintiffs receiving a document from the Italian Government Delegate at Shanghai which would entitle the plaintiffs to eventually receive bonds to the full value of Francs 120,000, when the bonds would be thereafter used by the Italian Government Delegate for the payment of the said indemnity. 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SHIPPING.

ARRIVALS.

February 28.
Wuchang, British str., 801, Finlayson,
Holo and Cebu Feb. 24, General—BUT-
TERFIELD & SWIRE.

Glenn, British steamer, 3,742, J. Mc-
Gregor, London via Singapore Feb. 21,
General—McGregor Bros. & Co.

Tsimah, Dutch str., 2,470, M. Jensen,
Macassar Feb. 20, General—HOLLAND-
CHINA TRADING CO.

Anna, Norwegian str., 773, O. Olsen,
Kobe Feb. 20, General—W. H. GILL.

Babbs, German steamer, 1,379, H.
Wend, Saigon February 23, Rice—E. A.
TRADING CO.

Heinrich, British steamer, 1,207, A. E.
Hodgins, Roodhow Feb. 25, Rice—BUT-
TERFIELD & SWIRE.

Swatow 27, General—DOUGLAS STEAMSHIP
CO.

Latvia, British steamer, 1,341, Jas. B.
Jackson, Saigon Feb. 23, Rice and Mail.
—NAN W. & CO.

Sithonia, German str., 4,230, Th. Hilde-
brandt, Shanghai February 26, General—
HAMBURG-AMERICA LINE.

Chansing, British steamer, 1,418, R.
Cox, Kutchin Feb. 23, Coal—JARDINE,
MATHESON & CO.

Touan, Chinese steamer, 942, W. Best,
Shanghai Feb. 25, General—C. M. S. N. CO.

Indra, British str., 3,360, Cutting-
ton, New York Dec. 14, via Manila Feb.
25, General—JARDINE, MATHESON & CO.

Chen, British str., from Canton
February 26.

Pelau, British str., 4,800, J. Barwise,
Victoria B.C., via Puget Sound and Japan
Jan. 31, General—BUTTERFIELD & SWIRE.

Mendocino, British str., 3,085, H. W. N.
Kane, via Puget Sound and Singapore
Jan. 10, General—BUTTERFIELD & SWIRE.

Louisa, German str., 3,965, J. Hockholt,
Mail Feb. 24, General—D. M. S. N. CO.

Rosalia, British str., 2,100, M. Jensen,
Mail Feb. 24, General—D. M. S. N. CO.

Chansing, British steamer, 1,424, H. J.
Roupe, Kutchin Feb. 24, and Saigon Feb.
25, General—JARDINE, MATHESON & CO.

Norwich, German str., 943, E. Hass,
Mail Feb. 24, General—E. A. TRADING CO.

Chen, Chinese steamer, 1,211, C.
Shaw, Shanghai Feb. 25, General—
C. M. S. N. CO.

Mendocino, British str., 3,085, H. W. N.
Kane, via Puget Sound and Singapore
Jan. 10, General—BUTTERFIELD & SWIRE.

Heinrich, British str., 1,207, A. E.
Hodgins, Roodhow Feb. 25, Rice—BUT-
TERFIELD & SWIRE.

Swatow 27, General—DOUGLAS STEAMSHIP
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Latvia, British steamer, 1,341, Jas. B.
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Norwich, German str., 943, E. Hass,
Mail Feb. 24, General—E. A. TRADING CO.

POST OFFICE NOTICES.

Mails will close:—

For SAIGON.—
Per *Swatow*, at 9 a.m., on Tues-
day, the 1st March.

For SWATOW, AMOY & FOCHOH.—
Per *Heinrich*, at 10 a.m., on Tuesday,
the 1st March.

For SHANGHAI.—
Per *Louisa*, at 2 p.m., on Tuesday,
the 1st March.

For SINGAPORE, PENANG & CAL-
CUTTA.—
Per *Gregory*, at 2 p.m., on Tues-
day, the 1st March.

For KOBE.—
Per *Indra*, at 2 p.m., on Tuesday, the
1st March.

For CEBU & ILOILO.—
Per *Swatow*, at 3 p.m., on Tuesday, the
1st March.

For TIENTSIN.—
Per *Chen*, at 3 p.m., on Tuesday, the
1st March.

For ANPING.—
Per *Latvia*, at 5 p.m., on Tuesday, the
1st March.

For MANILA.—
Per *Chansing*, at 3 p.m., on Wednesday,
the 2nd March.

For MANILA.—
Per *Touan*, at 3 p.m., on Wednes-
day, the 2nd March.

For SHANGHAI.—
Per *Indra*, at 3 p.m., on Thursday, the
3rd March.

For SHANGHAI.—
Per *Chen*, at 3 p.m., on Thursday, the
3rd March.

MAILS BY THE GERMAN PACKET.—
The German Packet *Swatow* will be
despatched on WEDNESDAY,
the 2nd March, with Mails for the
United Kingdom, the Continent of
Europe and countries beyond, via
Brazil, to the Straits Settlements,
Batavia, Borneo, Ceylon, India, (via
Tientsin), Aden, Egypt, Malta, &c.,
&c.

Printed Matter and Samples at 10 a.m.
Registration at 10 a.m.
Registration, with late fee of 10 cents
up to 10.45 a.m.

Letters at 11 a.m.
Late Letters 11.10 to 11.30 a.m. Extra
Postage 10 cents.

MAILS BY THE CANADIAN PACIFIC RAIL-
WAY CO.'S PACKET.—
The Canadian Pacific Mail Packet *Empress*
of Japan will be despatched on WED-
NESDAY, the 9th March, with Mails for
Shanghai, Japan, United States,
Canada, &c., which will be closed as
follows:—

Printed Matter and Samples at 10 a.m.
Registration at 10 a.m.
Registration, with late fee of 10 cents
up to 10.45 a.m.

Letters at 11 a.m.
Late Letters 11.10 to 11.30 a.m. Extra
Postage 10 cents.

Supplementary Mail on board up to the
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THE CHINA MAIL.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the Shipping of
on duty between each shore are marked C, in conjunction with the figure denoting its section.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Office.
 4. From Harbour Office to the Market.
 5. From the Market to Pedlar's Wharf.
 6. From Pedlar's Wharf to the Naval Yard.
 7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From East Point to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Names.	Agent.	Captain.	Flag and Reg.	Tons net.	Date of Arrival.	Consignment or Agents.	Destination.	Remarks.
Steamers.								
Anerley	3	c. Robertson	British str.	1109	Feb. 24	Doddwell & Co., Ltd.	Kobe & Yokohama	March 4.
Anna	3	c. Olson	Norw. str.	773	Feb. 28	W. H. Gill	Hobson & Haiphong	March 1.
An Pho	3	c. Kynoch	British str.	699	Feb. 20	Bradley & Co.	Manila	March 2.
Asat	3	c. Cox	British str.	2786	Feb. 24	Order	Manila	March 2.
Babelsberg	3	c. Wendt	Ger. str.	1370	Feb. 28	East Asiatic Trading Co.	Manila	March 2.
Beckly	3	c. Forsyth	British str.	2406	Feb. 24	Doddwell & Co., Ltd.	Manila	March 2.
Borgenhus	3	c. Svendsen	Norw. str.	4500	Feb. 20	Standard Oil Co.	Manila	March 2.
Bromar	3	c. Saxby	British str.	2410	Feb. 26	Shewan, Tomes & Co.	Manila	March 2.
Carl Diederichsen	3	c. Schalkier	Ger. str.	774	Feb. 26	Johnson & Co.	Manila	March 2.
Charles Hardouin	3	c. Lavau	French str.	909	Jan. 16	Order	Manila	March 2.
Chenau	3	c. Norheim	British str.	2500	Feb. 28	Butterfield & Swire	Manila	March 2.
Chihli	3	c. Hooker	British str.	1124	Feb. 28	Butterfield & Swire	Manila	March 2.
Chow Fa	3	c. Kohler	Ger. str.	1055	Feb. 26	Butterfield & Swire	Manila	March 2.
Choyang	3	c. Rouse	British str.	1242	Feb. 26	Jardine, Matheson & Co.	Manila	March 2.
Crossader	7	c. Brown	British str.	1435	Feb. 21	Doddwell & Co., Ltd.	Manila	March 2.
Chuangang	3	c. Cox	British str.	1413	Feb. 28	Jardine, Matheson & Co.	Manila	March 2.
Devanangue	3	c. Kumpel	Ger. str.	1007	Feb. 24	Butterfield & Swire	Manila	March 2.
Elo	3	c. Petersen	Ger. str.	903	Feb. 17	Johnson & Co.	Manila	March 2.
Emma Lyken	3	c. Martens	Ger. str.	1149	Feb. 16	E. A. Trading Co.	Manila	March 1.
Empress of Japan	4	c. Beetham	British str.	7003	Feb. 17	C. P. R. Co.	Manila	March 2.
Ferdene	3	c. Fisher	British str.	2448	Feb. 28	Doddwell & Co., Limited.	Manila	March 2.
Fiume	3	c. Ucker	Ger. str.	1500	Feb. 26	Sander, Wieler & Co.	Manila	March 2.
Germania	3	c. Bruhn	Ger. str.	1714	Feb. 26	Johnson & Co.	Manila	March 2.
Glennlogan	3	c. McGregor	British str.	3742	Feb. 26	McGregor Bros. & Gow.	Manila	March 2.
Goodwin	3	c. Nabbett	British str.	2104	Feb. 26	Bradley & Co.	Manila	March 2.
Gregory Apar	4	c. O'Hart	British str.	2940	Feb. 26	David Sassoon & Co., Ltd.	Manila	March 1.
Hadia	3	c. Hodgins	British str.	1267	Feb. 26	Douglas Steamship Co.	Manila	March 1.
Helene Rickmers	3	c. Jensen	Norw. str.	1005	Feb. 26	Angard, Thoresen & Co.	Manila	March 1.
Holstein	2	c. Riehl	Ger. str.	985	Feb. 26	Butterfield & Swire	Manila	March 1.
Hongkong	3	c. Hay	British str.	1359	Feb. 26	Jardine, Matheson & Co.	Manila	March 1.
Hue	3	c. Godina	French str.	706	Feb. 26	E. A. R. Marty	Manila	March 1.
Indra	3	c. Cuttington	British str.	3369	Feb. 26	Jardine, Matheson & Co.	Manila	March 1.
Kaitong	3	c. Pennefather	British str.	1024	Feb. 26	Butterfield & Swire	Manila	March 1.
Laertes	3	c. Jackson	British str.	1340	Feb. 26	Chinese	Manila	March 1.
Kampot	3	c. Bavy	French str.	900	Feb. 23	Bradley & Co.	Manila	March 1.
Linan	3	c. Williams	British str.	1042	Feb. 14	Butterfield & Swire	Manila	March 1.
Livemont	3	c. Lehmann	Ger. str.	1238	Feb. 27	Siemens & Co., Ltd.	Manila	March 1.
Lugano	3	c. Bockholt	Ger. str.	2965	Feb. 26	Doddwell & Co., Ltd.	Manila	March 1.
Madoff	3	c. Glegg	British str.	1882	Feb. 26	Doddwell & Co., Ltd.	Manila	March 1.
Menelus	3	c. Evans	British str.	2085	Feb. 26	Butterfield & Swire	Manila	March 1.
Nanyang	3	c. Hines	British str.	983	Feb. 26	E. A. Trading Co.	Manila	March 1.
Pala	3	c. Barwise	British str.	4800	Feb. 26	Butterfield & Swire	Manila	March 1.
Penchaburi	3	c. Hillmann	Ger. str.	1189	Feb. 19	Butterfield & Swire	Manila	March 1.
Queen Mary	3	c. Simpson	Norw. str.	761	Feb. 19	Sander, Wieler & Co.	Manila	March 1.
Quarta	3	c. Johnson	Ger. str.	2282	Feb. 22	Bradley & Co.	Manila	March 1.
Rai Boira	3	c. Morris	British str.	2499	Feb. 26	Sander, Wieler & Co.	Manila	March 1.
Rubi	3	c. Almond	British str.	1611	Feb. 26	Sander, Wieler & Co.	Manila	March 1.
Rugby	3	c. Brown	British str.	2110	Feb. 26	Bradley & Co.	Manila	March 1.
Salfordia	3	c. Crip	British str.	2365	Feb. 14	Order	Manila	March 1.
Scot	3	c. Rushott	British str.	2776	Feb. 26	Order	Manila	March 1.
Shantung	3	c. Carnahan	British str.	1687	Feb. 26	Butterfield & Swire	Manila	March 1.
Sithonia	3	c. Engelhardt	Ger. str.	1687	Feb. 26	Geo. Mc Bain	Manila	March 1.
Szechuan	3	c. Hidebrandt	Ger. str.	4239	Feb. 26	Hamburg-Amerika Linie	Manila	March 1.
Taiwan	3	c. Robinson	British str.	1021	Feb. 26	Butterfield & Swire	Manila	March 1.
Tschachus	3	c. Jenkins	British str.	1122	Feb. 26	Bradley & Co.	Manila	March 1.
Tientsin	3	c. Williamson	British str.	1379	Feb. 19	Nam Wo & Co.	Manila	March 1.
Uchibashi	3	c. Gibbs	British str.	1227	Feb. 26	Butterfield & Swire	Manila	March 1.
Yanah	3	c. Hansen	Dutch str.	2476	Feb. 26	Holland-China Trading Co.	Manila	March 1.
Yuehchow	3	c. Finlayson	British str.	91	Feb. 26	Butterfield & Swire	Manila	March 1.
Yungtung	3	c. Rolfe	British str.	1128	Feb. 26	Jardine, Matheson & Co.	Manila	March 1.
Sailing Vessels.								
Karl Ella	3	c. Biguhl	Ger. sch.	47	Feb. 26	Captain	Manila	March 1.
Leventor	3	c. Schiaffino	Ital. bge.	516	June 13	Order	Manila	March 1.
Leithair	3	c. Moller	Ger. yacht	794	Jan. 12	Carlowitz & Co.	Manila	March 1.
Leithair	3	c. Moller	Ger. yacht	528	Feb. 26	German Government	Manila	March 1.